

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A method for detecting a potential for a vehicle rollover event, the method comprising the steps of:

determining a lateral kinetic energy of the vehicle based on vehicle longitudinal velocity and vehicle side slip angle;

measuring a lateral acceleration of the vehicle;

measuring a tire load;

determining a rollover potentiality index based on the lateral kinetic energy and the lateral acceleration;

determining a rollover index by weighting the rollover potentiality index by a factor of the lateral acceleration and a factor of the tire load;

determining if the rollover index is above a predetermined threshold; and

outputting an indication based on the above-determined indexes to a controller adapted to provide a control action in response thereto[[.]]:

wherein the measured tire load, which is used in determining the rollover index, is determined by measuring a length of a contact patch of a vehicle tire and measuring changes to the contact patch length.

2. (Previously Presented) The method defined in Claim 1 wherein the measured tire load, which is used in determining the rollover index, is a tire normal load.

3. (Cancelled)

4. (Currently Amended) The method defined in Claim [[3]] 1 wherein the length of the contact patch is quantified by at least one of an accelerometer, a pressure sensing mechanism, and a temperature sensing mechanism.

5. (Original) The method defined in Claim 1 wherein lateral acceleration of the vehicle is sensed using a lateral acceleration sensor;

the method further comprising sensing a yaw rate of the vehicle, sensing a speed of the vehicle, sensing a steering wheel angle of the vehicle, and factoring the speed of the vehicle and the steering wheel angle of the vehicle into the rollover index determination.

6. (Original) The method defined in Claim 1 further comprising the step of providing a control signal from a controller configured to output a control signal to a system of the vehicle to implement corrective action to reduce the potential of an actual rollover when the rollover index is above a predetermined threshold.

7. (Original) The method defined in Claim 6 wherein the corrective action includes at least one of engine torque reduction, a steering wheel angle adjustment, and a suspension adjustment.

8. (Original) The method defined in Claim 7 wherein the engine torque reduction includes at least one of a change in engine output and actuation of vehicle brakes.

9. (Original) The method defined in Claim 1 wherein the lateral acceleration of the vehicle is measured by an accelerometer attached to a center of gravity of the vehicle.

10. (Cancelled)

11. (Cancelled)

12. (Cancelled)

13. (Cancelled)

14. (Cancelled)

15. (Original) An apparatus for detecting a rollover event for a vehicle comprising:

a lateral acceleration sensor for sensing a lateral acceleration of the vehicle;

a yaw rate sensor for sensing a yaw rate of the vehicle;

a sensor for sensing the speed of the vehicle;

a steering wheel sensor for sensing a steering wheel angle of the vehicle;

a tire load sensing mechanism for measuring a tire load; and

a controller configured to factor the speed of the vehicle and the steering wheel angle of the vehicle into the rollover index determination defined in Claim 1.